

# Critical Rural and Urban Freight Corridor Identification

MPO/RPA Quarterly Meeting  
June 30, 2016

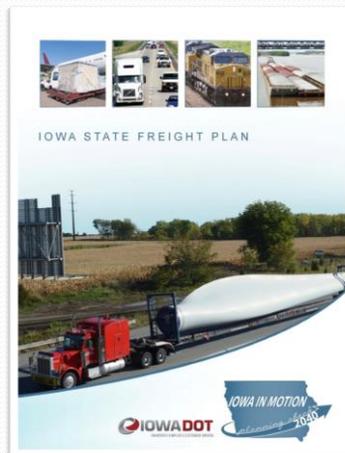


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## State Freight Plan update

- Public comment period held **May 2<sup>nd</sup> through June 15<sup>th</sup>**
- Public input meeting on **June 8<sup>th</sup>** @ Greater Des Moines Botanical Center
- Present final version to Iowa Transportation Commission on **July 12<sup>th</sup>**
- Will help inform freight components of the state long-range transportation plan

[www.iowadot.gov/iowainmotion/freight.html](http://www.iowadot.gov/iowainmotion/freight.html)



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## FAST Act

- Fixing America's Surface Transportation (FAST) Act
- Establishment of National Highway Freight Network
  - Primary Highway Freight System
  - Remaining Interstate System
  - Critical Rural Freight Corridors
  - Critical Urban Freight Corridors
- Significance
  - Freight funding allocated to the State as part of the National Highway Freight Program must be used on roadways that are part of this network

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## Critical Rural Freight Corridors (CRFCs)

- Designated by the State
- Must be outside an urbanized area
- Must meet at least one criterion as provided by FHWA
- Maximum of 150 miles or 20 percent of the primary highway freight system in the State, whichever is greater
- Iowa maximum = 150 miles

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## CRFC criteria

- A. Rural principal arterial roadway with a minimum of **25 percent of the AADT from trucks** measured in passenger vehicle equivalent units;
- B. Provides **access to energy** exploration, development, installation, or production areas;
- C. **Connects the primary highway freight system or the Interstate System** to facilities that handle more than –
  - 50,000 20-foot equivalent units per year; or
  - 500,000 tons per year of bulk commodities
- D. **Provides access to –**
  - Grain elevator;
  - Agricultural facility
  - Mining facility;
  - Forestry facility; or
  - Intermodal facility
- E. Connects to an **international port of entry**;

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## CRFC criteria (continued)

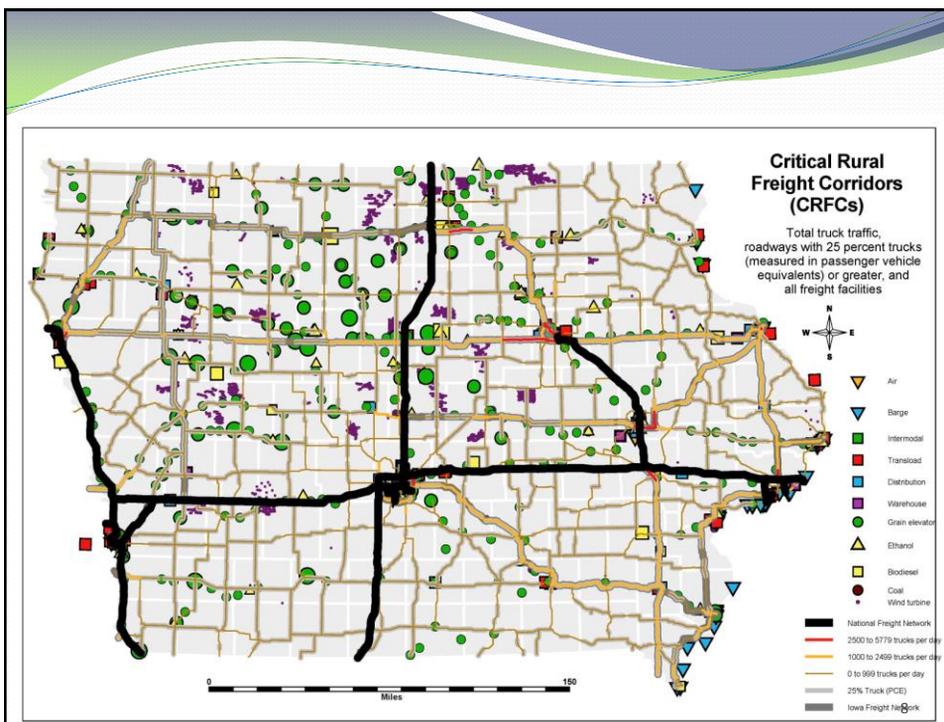
- F. Provides **access to significant air, rail, water, or other freight facilities**, in the State; or
- G. Is, in the determination of the State, **vital to improving the efficient movement of freight** of importance to the economy of the State.

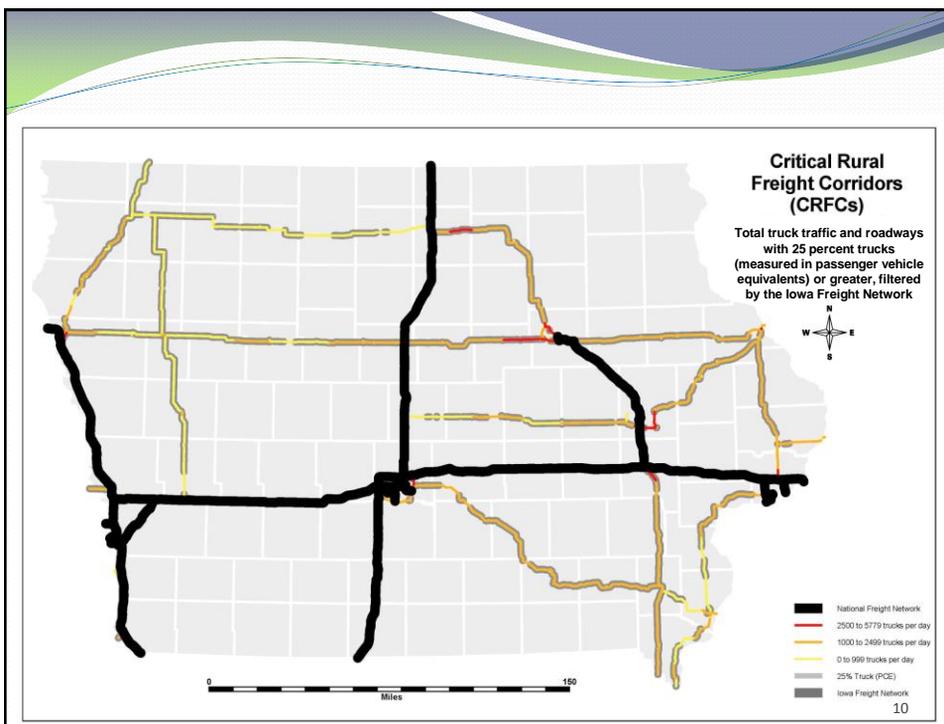
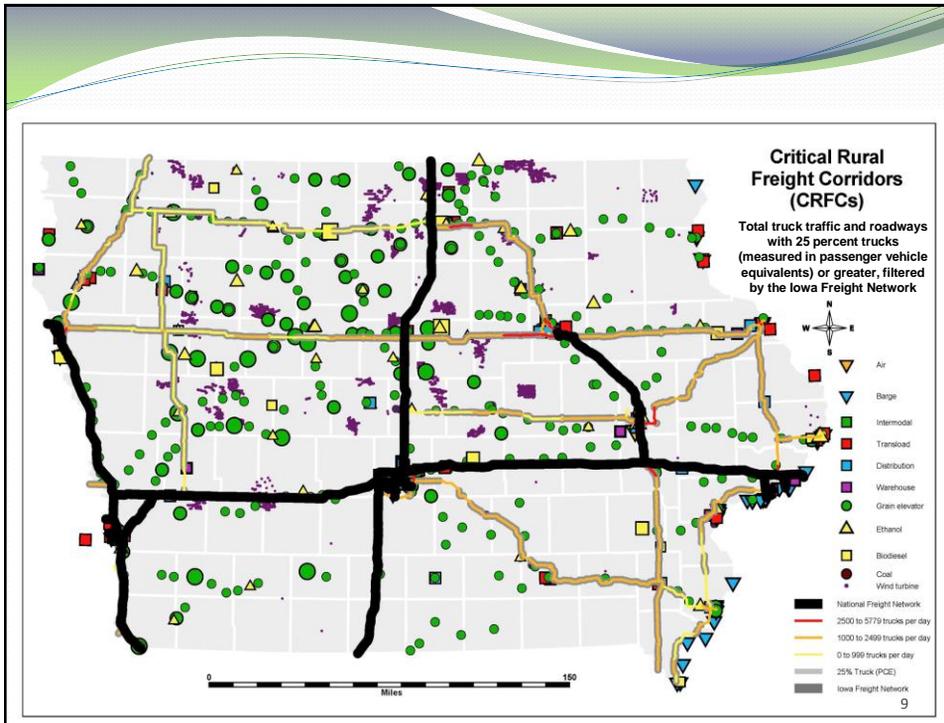
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## CRFC preliminary analysis

- 25% AADT in PCE from trucks
  - Total Truck Count x Terrain = Percent AADT in PCE
    - Total Truck = single unit and combination trucks
    - PCE (based on terrain) = Flat (1.5), Hilly (2.5), Rolling (4.5)
  - **AADTT x PCE / AADT = percent of AADT in PCE from trucks**
  
- Freight facilities
- Total truck traffic

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## CRFC preliminary analysis

- How to prioritize
  - Iowa Multimodal Freight Network/CIN
  - Clustering/stacking of different facilities
  - Capacities of facilities
  - Truck traffic counts
  - Production
  - Focus on recurring industries
- Ongoing internal discussions

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## Critical Urban Freight Corridors (CUFCs)

- Urbanized area with population of 500,000 or more
  - Representative MPO, in consultation with the State, may designate a public road within the borders of that area of the State
- Urbanized area with population of less than 500,000
  - The State, in consultation with the representative MPO, may designate a public road within the borders of the that area of the State
- Maximum of 75 miles or 10 percent of the primary highway freight system in the state, whichever is greater
- Iowa maximum = 75 miles

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## CUFC criteria

- A. **Connects an intermodal facility to –**
  - PHFS;
  - Interstate System; or
  - Intermodal freight facility;
- B. Located within a corridor of a route on the PHFS and **provides an alternative highway option important to goods movement;**
- C. **Serves major freight generator**, logistic center, or manufacturing industrial land; or
- D. Is **important to the movement of freight** within the region, as determined by the MPO or the State.

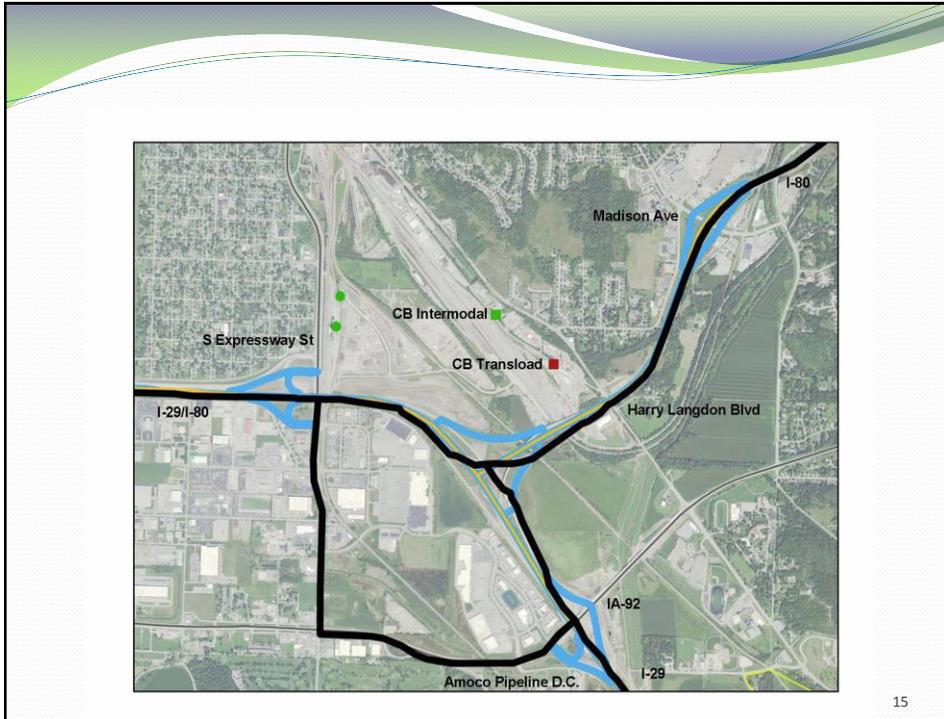
FHWA encourages States, when making CUFC designations, to consider first or last mile connector routes from high-volume freight corridors to freight-intensive land

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## CUFC preliminary analysis

- Mapped the following:
  - Freight facilities
  - Total truck traffic
- Send to MPOs for review and recommendations

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## Next steps

- Ongoing internal discussions
- Finalize consultation approach and prepare materials
- Review with MPOs and RPAs
- Provide opportunities for comments and recommendations
- No federal deadline associated with this process

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# Questions

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